

Measure 8 fails by narrow margin

ODOT to provide road reports

The Highway Division, in cooperation with the Oregon State Police, will furnish road condition reports this winter for motorists in the Portland, Medford and Klamath Falls areas starting November 1, according to Scott Coulter, state highway engineer.

The reports will be made available through special telephone lines which will be free to those persons serviced by the telephone number. For those outside of the service area, it will be a toll call.

The phone number servicing Portland is 238-8400. The number and service will be the same as last year.

The phone number for the Medford area is 776-6200. The number is the same as last year, but the service will be expanded.

The number servicing the Klamath Falls area is 883-2275. This is a new service and will be similar to the Medford setup.

Plans call for taped messages to be updated frequently during each 24-hour period, with frequency of change depending on the changing road conditions. Information will come from Highway Division maintenance personnel as well as State Police patrols. State Police personnel, on duty 24 hours a day, seven days a week, will prepare the taped messages.

State Police will gather road and weather information seven days a week at 5:15 a.m., 1:45 p.m., and 9:15 p.m., while Highway Division maintenance personnel will gather reports at 8:15 a.m. and 2:30 p.m. These reports will be relayed to the US Weather Bureau, the Oregon Motor Association, and the wire services.

Persons in other areas of the state may receive road condition reports through the various Highway Division district engineer offices during normal duty hours, 8 a.m. to 5 p.m., or from the State Police office in their area.

New folder shows coast bicycle route

A new folder for bikers, *Coast Bike Trail*, has just been published by ODOT.

The folder has a map of the Oregon coastline, detailing a 372-mile bike route and its related facilities and services for bikers. Included are mileages between various check points and communities; roadside rest areas, parks, and waysides; shoulder widths; trail elevations; monthly weather averages; bicycle repair facilities, and general rules of the road for bicyclists.

Copies are available at Travel Information Section, Room 101, Transportation Building, Salem 97310.



A stately looking oak tree frames the new lettering above the entrance to the Transportation Building in Salem. The 25-year-old Highway Department lettering was replaced last month.

Commission changes format

A revised agenda, with a format permitting more discussion of policy and less attention to routine administrative matters, occupied the Transportation Commission for nearly seven hours at its Oct. 26 meeting.

The revamped agenda bunched several FAUS projects, surveys, and right of way items into a "Consent Calendar," which was approved with a single vote.

Previously, such matters had consumed the bulk of the commission meetings, leaving little time for consideration of larger issues and problems.

The meeting began at 8:30 a.m. with an "informal" session, during which commission members visited with various staff and division personnel about subjects or projects they were particularly interested in.

At 10 a.m., the formal meeting began, with adoption of the Consent Calendar and reports from the director, the legal section and operations.

During the late morning, Larry Rulien, special task force manager, led a presentation of progress being made on the Oregon Transportation Plan, "The Decade Ahead," which is being readied for submission to the 1977 legislature.

At noon, the commission adjourned to the Blue Room in the Capitol for a joint luncheon with three key PUC staff members to discuss mutual problems and a closer working relationship.

A delegation from Lincoln City, headed by Sid Tworoger of the Chamber of Commerce, met with the commission at 1:30 p.m. to discuss Highway 18 through the Coast Range in Polk and Lincoln Counties.

Continued on page 3

Speed signs

Metric speed signs have recently been installed on Oregon's freeways as part of ODOT's educational plan to help the public become familiar with the metric system.

Twelve signs along Interstate 5 and I-80N warn motorists of the speed limit in kilometers per hour. A "90 km/h" designation appears directly below the present "Speed 55" signs.

The twelve signs, six on I-5 and six on I-80N, were installed during October. The locations include: I-5 northbound near Gold Hill, Oak Grove Rest Area, and Wilsonville; I-5 southbound near Rogue River, Coburg Road and Norwood Road; I-80N eastbound near 181st Avenue, The Dalles Bridge, and North Baker, and I-80N westbound near Troutdale, Weber Street (The Dalles), and North Baker.

These are the first metric speed signs to be posted along Oregon's freeways. The Department of Transportation has already placed several signs giving distances in kilometers.

Commission meets to prepare future highway actions

Oregon voters narrowly turned down Measure 8 Tuesday. The margin was No 52 per cent to Yes 48 per cent, with just a handful of precincts left to count Wednesday.

Voters in the metropolitan area—Multnomah, Washington and Clackamas Counties—supported the gas tax and weight-mile increase, but a predominately no vote downstate made the difference.

Commission Chairman Glenn Jackson said he felt the measure lost because not enough voters realized how bad the roads are getting to be.

The Transportation Commission has scheduled a special meeting for Thursday morning in Portland to review the budget situation in the wake of the defeat.

Highway Engineer Scott Coulter said he did not anticipate any immediate layoffs "because of I-205 and commitments we've already made."

"There will be a reduction in the work force, but not in the near future," Coulter said. He and Klaboe stressed, however, the layoffs already announced will proceed.

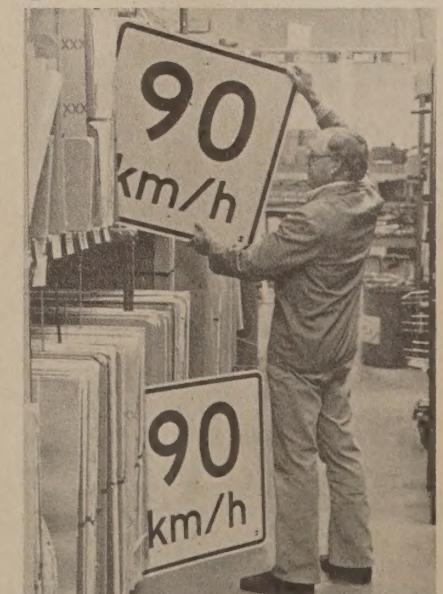
Director Bob Burco said "a finance measure will be presented to the legislature."

"We're not quitting," he said.

Gov. Bob Straub issued a statement making the same point. "I will now work closely with the Transportation Commission," he said, "to develop new revenue proposals for the next session of the legislature."

"We cannot let our road system fall apart," the governor said.

go metric



The new metric speed signs are readied for shipment to highway locations by Joe Todd, storeroom clerk for signs and traffic line materials.

Management hammers out ODOT future at conference

Twenty-seven key Highway Division and ODOT administration managers attended a two-day, "Getting Our Act Together" meeting at Lincoln City in mid-October.

Two professional consultants, Rita Kaje and Barry Phegan, participated in the session to help structure discussions and assist in working out roles and responsibilities for the managers.

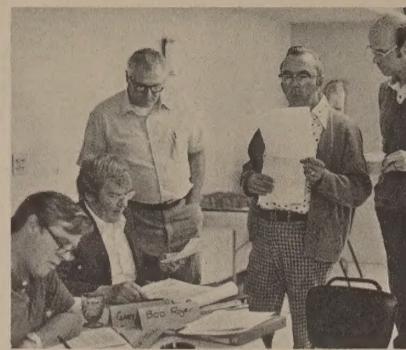
Theme for the meeting was set by ODOT Director Bob Burco in a letter of invitation to the participants:

"We will be keying in on questions of where the organization is going and where its future lies, issues of roles and responsibilities within this organizational direction, and, finally, discussions of our planning strategies and resource requests for the coming legislative session."

The meeting began Monday evening, Oct. 11, with a group discussion of the workshop objectives and an analysis of what the participants felt needed to be accomplished. Work continued until 10 p.m.

Tuesday's session ran from 8 a.m. until 9:25 p.m. Principal topic of the discussion concerned roles and responsibilities within ODOT, including a panel discussion led by Burco, Fred Klaboe, chief of operations, and Scott Coulter, state highway engineer.

After dinner Tuesday evening, Larry Rulien, program management engineer, and Ed Hardt, newly appointed special assistant for policy research, presented a first draft of



Small teams tackled assignments, then made reports to the full group. Here (l to r) Pat Schwartz, Gary Potter, Frank Terpin, Larry Rulien and Bob Royer work on their report.

the Oregon Transportation Plan and a Transportation Commission policies document.

A frank, give-and-take discussion of mutual problems was the highlight of Wednesday's day-long meeting. With the aid of the consultants, various problems were defined, and committees were appointed, on a volunteer basis, to work toward solutions.

Priority Committee: Bob Bothman, Bud George, Ed Hunter, Gary Potter, Bob Royer, and Larry Rulien will review how ODOT priorities should be set, who should set them, how staffing levels should be set, and how to deal with "bottlenecks" that may occur.

Project Scheduling Committee: Chuck Fredrickson, Ed Hardt, Ed Hunter, Larry Rulien, Bud Shirley, Frank Terpin, and Hal Versteeg will determine who should put projects



Consultant Barry Phegan worked with the entire group Monday evening and Tuesday morning to develop workshop objectives and an overview and alternative plans for ODOT.

or removes material from a construction site.

A project that does not constitute a "major action" is given a negative declaration, which simply states that no impact statement is necessary.

Impact statements drawn up by the Environmental Section must satisfy other laws in addition to NEPA. All construction projects must satisfy the clean air act, noise regulations, the clean water act, and the National Historic Preservation Act. The section tries to satisfy all environmental regulations under the cover of one environmental impact statement.

But the work of the Environmental Section goes beyond impact statements. Six region environmentalists around the state keep a close working relationship with local agencies, cities, and counties, showing them how to comply with environmental requirements.

The region environmentalists are experts both in environmental studies and in the particular geographic area in which they work. They examine alternatives to certain projects, and look beyond the legal requirements in determining the best environmental balance regarding

on and off the schedule, how project changes should be communicated, how to track project development, and how to relate the schedule to manpower needs.

Staff/Line Committee: L. B. Day, Chuck Fredrickson, John Jenkins, Carroll Keasey, Dave Moehring, and Bob Schroeder will try to more sharply define authority and

responsibilities of staff and line personnel.

Unity Committee: George Bell, Bruce Boyd, L. B. Day, Bud George, and Ed Hardt will explore practices and procedures that inhibit a closer relationship between the Highway Division and ODOT.

A draft report is expected from each committee by mid-December.

Public appreciates ODOT

Throughout the summer, complimentary letters from travelers, public officials, and tourist associations pour into the offices of the Department of Transportation.

Above all, travelers comment on the cleanliness of the highways, parks, and rest areas throughout the state. One family wrote the governor that "we enjoyed and appreciated your beautiful rest areas, as well as the signs that indicated what kind of gas stations and food were available at different exits." They also commended the state's anti-litter program.

One California woman wrote that Oregon was "the only state in which we traveled that was kept up so neatly. We especially want to commend you on your highway rest areas."

City and county officials appreciate the fine workmanship and cooperation they receive from the Highway Division. The city council of Vernonia considers the Division's repair work on a local walkway "excellent, and the citizens of Vernonia have joined in this expression of gratitude on behalf of their children who use it daily."

The director of Lane County's department of transportation writes that Ellis Jones, resident construction engineer in Region 3, "has provided a steady influence in processing all the elements of a project...Ellis is an asset to your department and to the citizens of this community."

Individual citizens who appreciate special time and effort put out by individual ODOT employees often write in their thanks.

One beach dweller considers Rhana Grindahl, secretary in Sylvan's district office, "a truly helpful person in the red-tape entangled

state offices."

One man whose daughter was injured during a stay at Ainsworth State Park wrote the department to thank Ranger John Stocker for the help he gave in getting the girl to the hospital.

Bob Bothman, assistant state highway engineer, received a gratifying compliment when a citizen wrote that "I have noticed that in your position with the state that you DO listen to the people. Your public meetings weren't just rhetoric."

The secretary of the Ashland Chamber of Commerce thanks the office of public affairs for John Earley's weekly road reports that are sent around the state. "So many times tourists have questions, and you make our job just a little easier, and the tourists' visits pleasanter."

ODOT employees often work beyond the call of duty, but weighmasters Raymond Kronser and Gregory Smith actually aided the state police in apprehending a hit-and-run driver who apparently killed another motorist.

The weighmasters were given a description of the hit-and-run vehicle, so when a truck matching that description pulled into the Woodburn weigh station, Kronser and Smith notified the state police. State Police Superintendent Robert Fisher wrote that "it is doubtful that this case would have ever been successfully concluded had it not been for the actions of the weighmasters." He commended their alertness and responsibility.

Letters commanding individuals are not nearly as frequent as those commanding the entire Department of Transportation for "a job well done."

Environmental Section protects Highway Division, public

Editor's Note: The following article is part of a continuing series describing the different divisions, branches, and sections of ODOT.

The small staff of the Environmental Section performs one of the most important and necessary jobs in the Highway Division.

The 28 researchers, project managers, region environmentalists, and administrators prepare the division's environmental impact statements for the Federal Highway Administration. The statements, required by law, must be accepted by the FHWA before major construction can begin, or even before some rights-of-way can be acquired.

The National Environmental Policy Act of 1970 (NEPA) required environmental impact statements on major actions that "significantly affect the quality of the human environment." An important role of the Environmental Section is to determine which of the projects undertaken by the Highway Division constitute "major actions."

A project is so categorized anytime the division significantly increases the capacity of a highway, builds a highway, displaces people,

or highway construction.

The other 22 employees, working out of Salem, complete what Gary Potter, head of the section, calls "a systematic, inter-disciplinary team."

Seven project managers write impact statements and conduct any environmental activities related to specific projects.

They are aided by nine research specialists, each being responsible for a different area of environmental concern. The nine include a geologist, an acoustics engineer, an air quality engineer, an urban planner, a biologist, an economist, a cultural geographer, a water quality specialist, and a senior programmer.

Besides researching effects on given projects, these specialists along with a staff of researchers, conduct studies and seminars on specific environmental topics.

The employees of the section actively promote public awareness and participation within all environmental activities.

The Highway Division determined the need for an Environmental Section in 1971, but the federal requirements of NEPA were not clearly defined at that time. The section has been under its present organization since 1974.



GARY POTTER
Manager

With a de-emphasis on highway construction, the Environmental Section has begun looking at the environmental impact of various mass transit projects. Potter acknowledges that if highway construction is substantially reduced, the workload in his section may lessen as well.



A lot of paperwork went into studies concerning I-205 as shown by Sharon Schwindt, secretary in the Environmental Section.

I-205 statement OKs final work

ODOT has received approval of the final Environmental Impact Statement for Interstate 205 from the Federal Highway Administration.

This means that work can begin on the final 9.2 miles of the controversial freeway which will provide an eastside bypass of the cities of Portland and Vancouver; reduce traffic pressure on the Interstate (I-5) Bridge; provide an additional crossing of the Columbia River; improve travel connections to Portland International Airport, East Multnomah County, and North Clackamas County, and serve as a bus route from East Multnomah County.

Tentatively scheduled to appear on the December 16 bid opening are the following I-205 projects:

SE Crystal Springs Boulevard-SE Sunnyside Road, roadside improvement and bikeway, estimated \$283,000.

SE Grant Street-SE Division Street (SE 96th Avenue), grade and pave, estimated \$150,000.

SE Powell Boulevard-SE Foster Road, grade, pave, and structure, estimated \$21,100,000.

South Banfield Interchange-SE Yamhill Street, storm sewer, estimated \$3,802,000.

Total estimated cost of the remaining section is \$348 million, with completion date expected in 1982.

Most changes temporary Administrative shifts to provide experience

ODOT Director Bob Burco announced several key personnel shifts last month. Each move is part of a career advancement program, designed to provide managers with department-wide experience, Burco said.

Most of the reassessments are temporary, Burco said, and will generally be effective through the end of the 1977 legislative session.

Included in the shifts are:

Harold Grover, manager of ODOT's organization and manpower services, to replace Chester Ott, who is retiring as administrator of the Motor Vehicles Division.

Ed Hardt, Region 1 highway engineer, to replace Fred Miller as ODOT special assistant for transportation policy research and special studies.

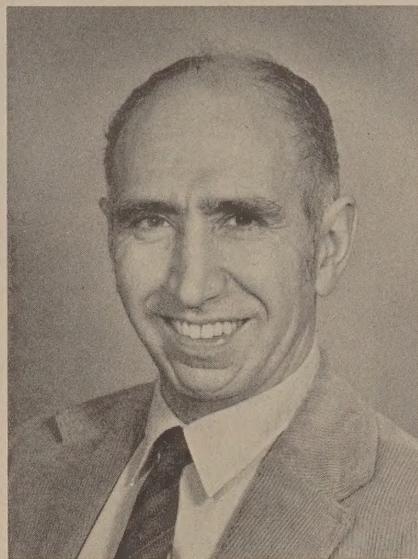
Walter Hart, Highway Division bridge engineer, to replace Ed Hardt as Region 1 highway engineer in Milwaukee.

Robert Hamilton, director of highway permits, to replace Ralph Sippell, who retired as ODOT legislative liaison engineer.

Max Klotz, metro project development engineer, to ODOT special assistant for intergovernmental affairs.



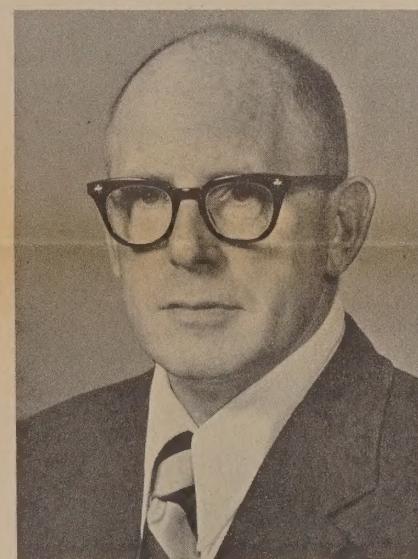
HAROLD GROVER



EDWARD HARDT



WALTER HART



ROBERT HAMILTON



MAX KLOTZ

Huntley heads AASHTO force

Gene Huntley, ODOT administrative assistant for operations, has been selected chairman of a special personnel task force for collective bargaining for the American Association of State Highway and Transportation Officials (AASHTO). The appointment was made by Blaine Kay, director of the Utah Department of Transportation, who heads the AASHTO personnel committee.

The task force will develop a plan including guidelines and models for all aspects of collective bargaining in transportation and highway departments. Following the report, the group will continue as resource advisors on labor relations for all the states.

Huntley has appointed Tom Farnan, personnel officer of the Alaska Highway Department, Arthur Morse, personnel officer of the Washington Highway Department, and Dale Tankersley, personnel supervisor of the Idaho Transportation Department to serve on the task force. All are experienced in the various aspects of collective bargaining and labor relations.

In November, Huntley will report on the activities of the task force at the annual conference of AASHTO in Birmingham, Alabama.

Success of Job Information Service difficult to measure

Activity at the Job Information Service (JIS) has slowed considerably since its hectic days in July.

Marsha Ryan, JIS coordinator, said that many employees used the service in looking for employment. She predicts that the service will see a little more business once employees are actually laid off.

In a recent evaluation report of the service, Ryan admits that "we cannot claim overwhelming results." She concludes, however, that "Job Information Services is confident that the individuals who have found jobs advertised through the service believe it is worthwhile. Other people are still using the service and may also have results."

Reports from JIS Region Coordinators indicate that those employees who used the service benefited from it.

Job Search Skills workshop region coordinators were a little more skeptical about their success. The coordinators provided assistance in skill identification, resume writing, interview techniques, selection of appropriate job openings for which to apply, and relaxation techniques.

Attendance was low at these sessions, so many of the coordinators have worked with employees on a one-to-one basis.

At the time of the report, the JIS had provided 61 job information notices, and listed 757 positions on the ODOT teletype. Of the total, about 63 per cent of the listed openings were in engineering or engineering-related positions.

Positions were offered in nearly every state, as well as overseas. Ryan found that most employees wanted to stay in Oregon (491 of the JIS listing were within Oregon), and many wanted to find jobs within the state system.

Salaries for listed positions varied, but "for the most part, they were equal or above present salaries for the particular classification," according to the evaluation report.

As Ryan notes, success in such a program is hard to measure. The JIS has sent out a termination checklist to all employees who have been laid off. The checklist asks if the employee has had success in finding a job, and if he or she found the JIS to be useful during the layoff period.

Commission...

Continued from page 1

Rulien's presentation of the Oregon Transportation Plan resumed after the Lincoln City group and continued through the balance of the meeting. Chairman Glenn Jackson gavelled the meeting to a close about 3 p.m.

ODOT Director Bob Burco said he will continue to consult with the commission about the agenda in coming weeks in an effort to arrive at a new meeting format that will allow commissioners to deal with more meaningful issues and to make more productive use of their time and energies.

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Camping season shows increase

The overnight camping season for all but nine Oregon State Parks ended on Saturday, October 30 after a most successful season.

Although final overnight camping figures are not available at this time, indications are that there was an increase. Day use figures show that more than 29 million visitors stopped at the parks, up approximately 7 per cent over 1975.

One exception to the closure is at Detroit Lake State Park, where the campground will remain open through November 27. The camping season usually extends from May through October, but weather is often accountable for a variation in the closing dates.

There will be eight additional overnight camps remaining open throughout the year, with six located along the Oregon Coast. Camps remaining open are Fort Stevens, Cape Lookout, Beverly Beach, Jessie M. Honeyman, Bullards Beach, Harris Beach, all along the coast, Valley of the Rogue, located in southwestern Oregon 12 miles south of Grants Pass, between I-5 and the scenic Rogue River, and Champoeg State Park, 7 miles east of Newberg off of US99W.

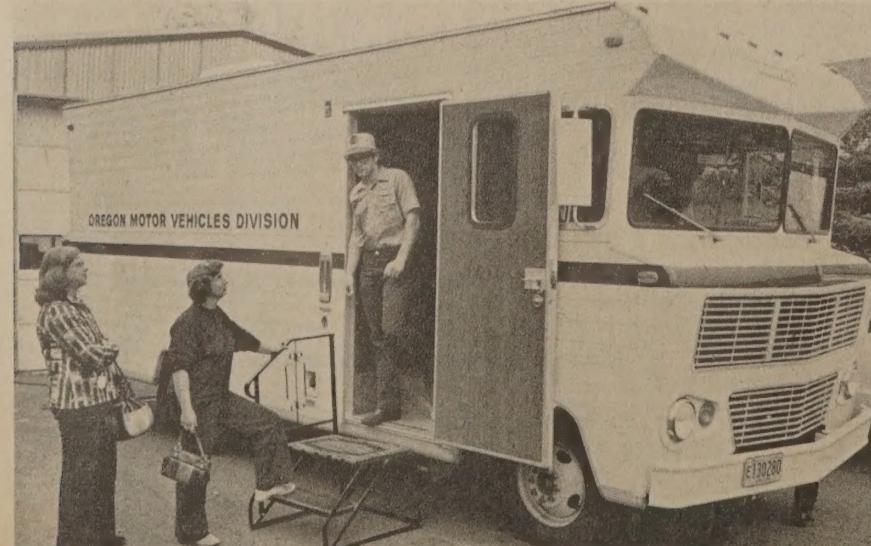
Generally, the state parks are never closed to the public for day use. In high elevations, however, snow and freezing weather may close access to some areas or require draining water systems and closing rest rooms.

Mobile field offices bring MVD to people

The Motor Vehicles Division (MVD) has had good response to its mobile field offices which have been traveling to outlying areas of the state.

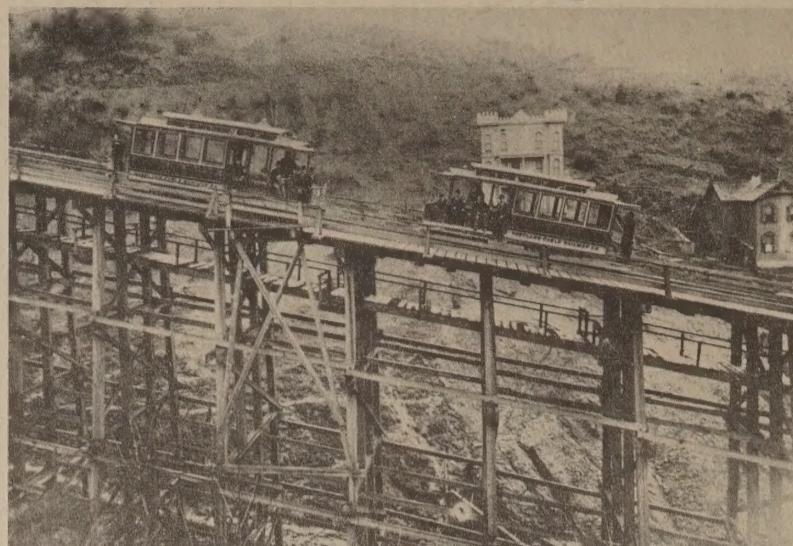
The two vans, purchased earlier this year and outfitted as complete MVD offices, began servicing eastern and central Oregon communities during June and July. The vans are used to reach remote communities which are a considerable distance from MVD's regular field offices.

The mobile field offices serve 29 eastern and central Oregon communities. One van operates out of Bend; the other out of Baker. Before the division used the vans, MVD travel teams serviced the remote areas of the state. The facilities of the travel teams were limited, however, and they could not offer full services.



Citizens in Redmond took advantage of the services offered by one of the MVD mobile field vans last month.

Times have changed...



Oregon Historical Society photo

The Highway Division's involvement in metro area transitway projects is a reminder that 100 years ago, Portland was served by several "transitways," including this cable car trestle up Jefferson Street.

Modern-day Sunset Transitway riders would pass by the same white house, but Tri-Met's diesel buses won't handle a 20 per cent grade.

Straub urges aviation safety

Gov. Bob Straub has proclaimed the month of November, 1976, as Aviation Safety Month in Oregon.

Straub urges "all Oregonians to acknowledge our excellent aviation system and to support a worthwhile aviation accident prevention campaign not only in November, but in all

months to come."

Oregon ranks second only to Alaska in the number of state-owned and operated general aviation airports. The approximate assets in general aviation aircraft and airports in Oregon are in excess of \$318 million.

"We must be aware of the significant progress that has been made in the past year in improving the aviation safety record of pilots in the nation. We must continually strive to improve this safety record through undiminished cooperative aviation safety efforts of governmental agencies, at all levels, aviation industries and, above all, of each individual pilot and aircraft mechanic," Straub said.

Aeronautics reports busy September

A close look at the most recent Aeronautics Division monthly report to the Governor shows the variety of work performed and the different skills required of the 15 employees of the division.

During September, on separate occasions, aeronautics staff people worked with airport officials representing 42 Oregon airports on matters ranging from airport planning and development to maintenance, including extensive cartographic services.

The search and rescue unit responded to 11 emergency locator transmitter (ELT) activations, all of which were located and silenced. There were 19 alerts, but none required a search. Luckily, none of the ELT activations resulted from downed aircraft.

Twenty-five airports and four heliports underwent safety inspections by the Aeronautics Division.

Staff members made 11 personal appearances before special interest groups, and administrative staff members attended air-related conferences.

One flight school was conducted by the assistant administrator, and four work sessions and conferences involved the aviation planner.

With so many different jobs to do each month, all 15 aeronautics staff members play a major role in the division's duties.

Mass Transit buys buses for cities

Two new 19-passenger buses will be purchased by ODOT's Mass Transit Division for use in smaller urban areas throughout the state.

The buses will be loaned to communities after they have received approval of federal grants for purchase of their own buses. Smaller communities in Oregon have experienced as much as a year's wait while funds are allocated and vehicles delivered after getting the go-ahead from the Urban Mass Transit Administration.

The buses purchased by the Mass Transit Division will be put into service immediately and, in the future will serve as a bus revolving fund for other small communities.

The Oregon Transportation Commission authorized a maximum of \$60,000 for the purchase. The funds will come from the \$96,000 of state general funds appropriated by the 1975 Legislature for small area matching grants. The purpose of such funds is to help small communities establish, maintain, or improve public transit services.

Studded tires discouraged

Under state law, studded tires will be permitted in Oregon from November 1 through April 30 this year.

In making that announcement last month, Scott Coulter, state highway engineer, asked users to defer putting studded tires on their cars until necessary, because of the damage they cause to non snow-covered pavements.

Highway Division cars again this year will not be equipped with studded tires, Coulter said.

A statement released by the Federal Highway Administration last year stated that studded tires do more harm than good from a safety standpoint, and also cause extensive and expensive damage to highway surfaces. The statement added that studded tires have a minimal effect on reducing stopping distances.

The Transportation Commission has the authority to lengthen or shorten the statutory period for the use of studded tires if deemed necessary.

Banfield Transitway slide-tape show ready for public

A public information program explaining the Banfield Transitway project in Portland is being jointly undertaken by the Highway Division and Tri-Met.

The ODOT public affairs office has produced a twelve minute slide-tape presentation outlining the events leading up to the current project study and defining the five transitway alternatives under consideration for the Banfield Freeway. The presentation will be shown to numerous groups starting after the first of the year and continuing until just prior to the draft environmental impact statement hearing in July of 1977.

Gary Ross, assistant transitways project engineer in the metro office, is scheduling the slide presentation for the Highway Division.



Jerry Robertson is VIA's inquiring photographer. He selects his own subjects. VIA's editors frame the question of the month. Answers are edited only for length.

CANDID COMMENTS

Do you think the people you work with seem to be gaining a sense of belonging to the Oregon Department of Transportation?



JAMES L. BUTLER, ADMIN.
Civil Rights Coordinator, Salem

Generally, I would say that they do not. They may physically, but not functionally. There are separate forms, letters, payrolls, etc. for the different operating divisions of ODOT. Until everyone is brought under the same procedures, it is doubtful that a true feeling of belonging will ever be achieved.



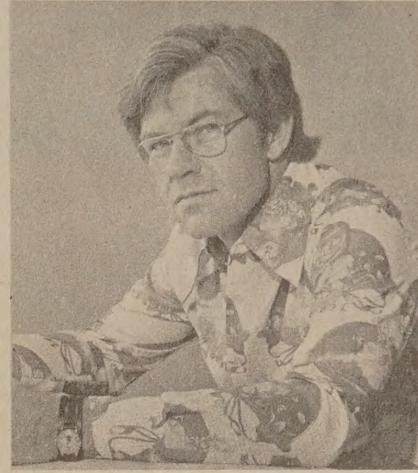
JERRY JUNIPER, HWY
Acting Asst. Dist. Engineer, LaGrande

The people I work with in this part of the state do not see much difference under ODOT. We're still Highway Division-oriented, and tend to recognize ODOT mainly by name only. The top engineers, however, are adjusting to different management procedures under ODOT, and I think they have mixed feelings of belonging.



KAREN LANTZ, HWY
Secretary, Ontario

There is very little sense of belonging to the Department of Transportation. There are many oldtimers here who have been with the Highway Division long before the conception of ODOT. Their daily work has not been affected by ODOT, and to many of these people it is still the same old Highway Division.



LEE LAFONTAINE, MASS TRANSIT
Planner, Salem

Putting the Department of Transportation over the headquarters door was a big step, but we still have a long way to go. My acquaintances do not really have a strong feeling of belonging yet. They think of ODOT more as meaning the Director's Office, and not truly representative of the different divisions.



LORRAINE ELLIS, PARKS
Administrative Assistant, Salem

Although ODOT's organization and influence on member agencies is acknowledged by the people I work with, there hasn't yet developed a feeling of *esprit de corps*. I think this feeling will develop gradually as cooperative activities require more personal contacts.



HAROLD BRAINERD, HWY
Reg. Right-of-Way Supv., Bend

I think feelings are still in a state of flux. I feel there is still a feeling for the old Highway Division, but that the feeling for ODOT is becoming stronger.



DICK SOMERS, MVD
Ass't Regional Supervisor, Medford

Our people know that they are a part of the Department of Transportation, but I don't feel they have a true sense of belonging. Everything is still labeled MVD or Highway. I think it will take some time and some appearances by ODOT personnel out in the field to go over what their overall goals and objectives are.



PAULINE QUINE, HWY
Secretary, Metro Office, Portland

I feel for the most part that my co-workers feel a sense of duty and personal obligation to the specific department in which they work. I think it's hard to relate to an organization (ODOT) without actually knowing the persons who make up that organization.



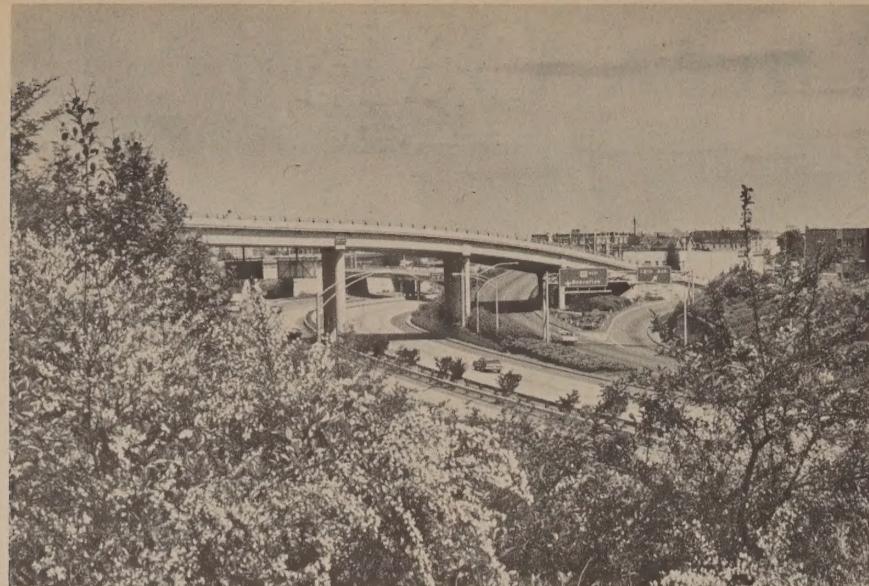
WAYNE COBINE, HWY
Resident Engineer, Lakeview

Generally, I would say that the people I work with have lost a sense of security being under ODOT, due largely to the current layoff and demotion process. But even before that, there seemed to be disappointment in the direction of ODOT toward more management and less engineering. Let's build and maintain highways, our main and assured mode of transportation.



GARY DAVIS, AERO
Cartographer, Salem

No. ODOT includes a few select high-paid officials who make theoretical policies for themselves, not realizing what happens to the people they work with, or the projects they are working on. There still seems to be a bridge between the policy makers of ODOT and the employees who are expected to get the job done. This does not really generate a feeling of belonging.



Landscaping efforts along the Stadium Freeway (I-405) in Portland were recognized nationally by the FHWA in its 1976 annual awards contest. Oregon continues its leadership in the field of highway beautification.

Highway Division scores on environment awards

ODOT has won two awards in "The Highway and Its Environment" Ninth Annual Awards, 1976 contest sponsored by the Federal Highway Administration. The contest is conducted annually by FHWA to recognize programs which contribute effectively to a more aesthetic highway environment.

Oregon won a second place in the "Outstanding Example of Landscape Treatment Along Roadsides" category for its work on the Stadium

Freeway (I-405) in Portland, and took third place for the "Outstanding Rest Area" for the Brookings Safety Rest Area, adjacent to US101 in Brookings.

In announcing the awards, Glen L. Green, division administrator for FHWA in Oregon, wrote, "We are pleased to recognize your continued excellence in developing projects which not only provide a safe, efficient means of transportation, but also enhance the beauty of the environment."



One of six ODOT-operated travel information centers in Oregon, the award winning Brookings center, above, provided restful surroundings and travel information to more than 40,000 visitors during the 1976 tourist season.

Bring a lunch

Monday movies offer alternatives

ODOT employees who want to "start the week with a new idea" can catch the latest movies on current issues Mondays at lunchtime in the Transportation Building conference room in Salem. Anyone with suggestions for movies can contact Dick McRae of the Planning Section at 378-4546.

MONDAY MOVIE SCHEDULE FOR NOVEMBER

Nov. 8—"Cosmic Zoom" shows the quick trip from the atom to the universe. "Man's Material Welfare" is a testimony to the merits of the American free enterprise system. "That's the Price" shows the impact of American capital on British Columbia coal towns.

Nov. 15—"Hunger" is a surrealistic vision of greed in the North American lifestyle. "Tilt" discusses the inequitable distribution of wealth

in the world, and "The City: Cars or People" tells how to make a city more accessible without allowing the automobile to make it congested and uninhabitable.

Nov. 22—"Die Mosel" is a report on the planning and completion of the Mosel river shipping system. In the same vein, "Changing River" and "Ships on the Rhine" explore life on the tugs, barges, and cargo ships that ply the Rhine. "The Rhine-Main-Danube-Europe Canal" discusses the giant project to link Central Europe's two largest river systems.

Nov. 29—"Oregon's Many Faces" portrays Oregon as it is presented to the potential traveler. "A Few Essentials" is IBM's view of the role of the computer in providing food, clothing, shelter, transportation, and communications. "Man and Computer...A Perspective" is a primer on data processing.

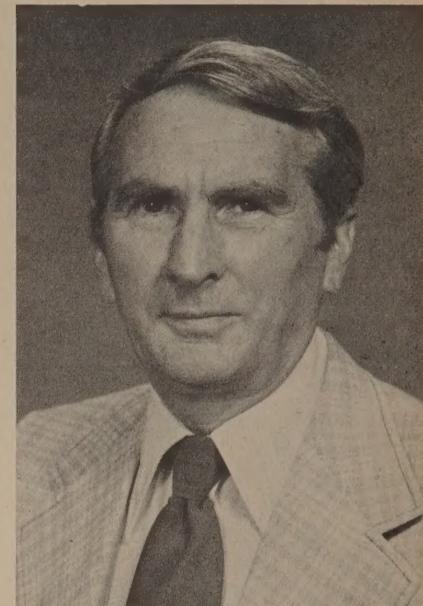
Beecroft elected ASCE president

Gordon Beecroft, research engineer for the Highway Division of ODOT, was recently elected president of the Oregon Section of the American Society of Civil Engineers. He will serve until October 1977.

The ASCE has a national membership of 73,000 members, while the Oregon section has approximately 1,000 covering Oregon and the southwestern counties of Washington. ASCE is the oldest national professional engineering society, having been formed in 1852. The Oregon section was established in 1914.

Beecroft started work with the Highway Division in 1945 following service with the US Army in the South Pacific during World War II. He was assistant professor and later associate professor of civil engineering at Oregon State University from 1958 to 1973. His work at OSU included teaching highway engineering courses, such as "Design of Pavement Structures," "Highway Materials," and a graduate course directed to the economics and finance of highway systems. He has had several technical papers on highway subjects published.

He has been research engineer for the Highway Division since 1973.



GORDON BEECROFT

Vandalism rate drops in parks

Vandalism in Oregon's state parks dropped during fiscal year 1975-76, according to Dave Talbot, state park superintendent.

Talbot said that although the drop was only one per cent, he felt it was significant because vandalism was apparently on the rise in other areas.

Acts of vandalism in state parks for fiscal year 1975-76 totaled 105, with the cost of repair coming to \$19,536. In fiscal year 1974-75, there were 126 acts of vandalism, with the repair costs amounting to \$19,698.

More acts of vandalism occurred during the off-season, January to June, with 56, than during the busy season, July to December, with 49. There was more vandalism committed in Region 2, which has a heavy concentration of coastal camp areas in the northwestern part of the state, than in other areas. Region 2 had 35 acts, while Region 1, which includes the Portland metropolitan area, was next with 28.

As in the past, most of the vandalism was committed against buildings. This included structural damage, broken windows, plumbing fixtures, and skylights. Signs, gates, and fences also suffered damage.

Talbot said he attributed the good record to the feeling that Oregonians have for the preservation of their environment. He said he felt that when the people saw something neat and clean, they liked to leave it that way.

Former bridge men pass away

Two former Highway Division employees who worked on Oregon's bridges for many years recently passed away.

Arthur De Joode died Sept. 27 in Prineville at the age of 80.

Art retired in 1966 as a bridge foreman with the district highway office in Bend. He served the division for 43 years.

Mrs. De Joode lives at 885 W. 9th in Prineville.

Retired bridge paint inspector Francis McNannay died Oct. 16 while bird hunting with his two sons in eastern Oregon.

Francis, 66, retired last year from Region 1 after working for 25 years for the Highway Division.

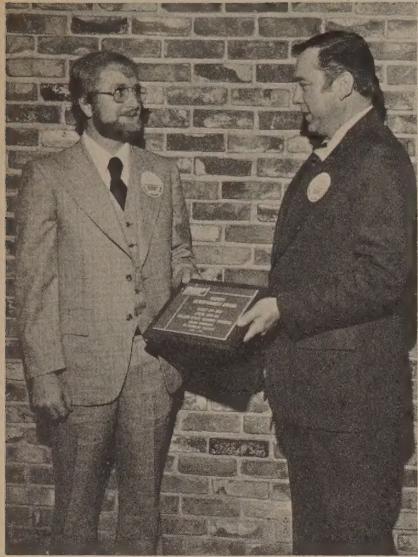
Mrs. McNannay lives at 225 NE Laurelhurst Place in Portland.

Draft statements are presented to the Transportation Policy Committee, chaired by Director Bob Burco, for critique and revision.

Burco said the Transportation Commission has taken an active interest in the policy drafting activity, and has devoted several hours of discussion to the matter, in order to provide necessary guidance to the committee.

Staff members working with Hardt on the drafting include Jay Blair, Mark Ford, Fred Hirsch and Heather Hennessey. Target date for final draft is mid-December.

Highway Division crews awarded for safety records



Gary Ruch, left, accepts award for r/w crew from Bob Corenbaum, SAIF official.



John Jenkins, right, accepts materials lab award from SAIF official, George Fowler.

Aviation officials elect Burkett

Paul E. Burkett, administrator of the Aeronautics Division of ODOT, was recently elected president of the National Association of State Aviation Officials at its 45th Annual Conference held in Norfolk, Virginia.

The organization, whose membership consists of fifty state aviation agencies, was established in 1931 to foster aviation as an industry, as a mode of transportation, and as an arm of the national defense; to join with the federal government and other groups in research, development, and advancement of aviation; to promote the adoption of uniform laws and regulations governing aviation, and to encourage cooperation and mutual aid among the states.

As president and chief executive officer, Burkett will serve during the coming year with three other national officers and an 11-member board of directors in guiding the association in working with the Congress and U.S. Department of Transportation to develop aviation laws and policies which will serve the states and nation in achieving the best possible use of available resources. Close coordination and cooperation will be maintained with a number of state and national agencies and organizations in striving for mutual goals in transportation.

Burkett was appointed to his Aeronautics position on October 1, 1972.

Five Highway Division crews received safety awards last month after compiling a combined total of nearly 900,000 man-hours of work without a time-loss injury.

The crew members were honored at special dinner meetings in their areas by officials from the State Accident Insurance Fund (SAIF) and ODOT. The crew foremen or supervisors were presented SAIF safety achievement award plaques.

Accepting the coveted awards in behalf of their crews were:

Gary Ruch, Salem, for the Region 2 right-of-way crew with 281,541 man-hours;

Roy Swanson, Astoria, supervisor of the Astoria drawbridge crew with 216,412 man-hours;

John Jenkins, Salem, engineer in charge of the Highway Division's materials testing laboratory crew with more than 200,000 man-hours;

Gary Workman, Gilchrist, supervisor of the Odell Lake maintenance crew with more than 100,000 man-hours;

Jim Langeliers, Chemult, supervisor of the Chemult maintenance crew with more than 100,000 man-hours.

"The employees earning this award are to be especially commended because the nature of their work requires taking extra safety precautions, and they are not always blessed with good weather conditions," said Ray Stose, ODOT safety officer.

Veteran employees reach retirement

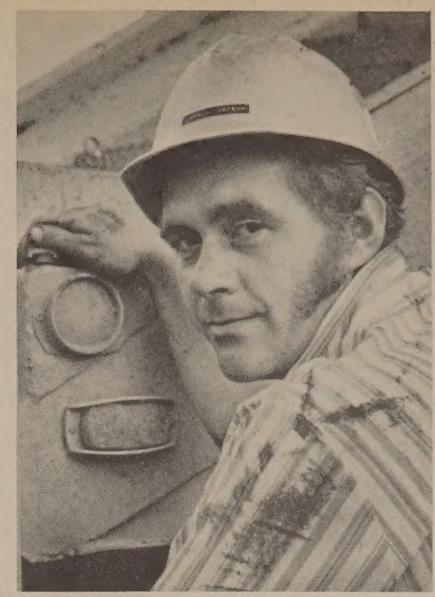
Two employees retired from ODOT positions during October.

Joseph T. Wood, highway maintenance worker 3, retired after 17½ years with the Highway Division. Wood was stationed in Salem.

Harrison J. Brown served 14 years with the Office of Public Affairs in Salem as an informational representative 2.



MARTHA CHANEY
Fiscal Manager 1



HAROLD IVERSON
Senior Maintenance Worker

ODOT people on the rise

The following ODOT personnel were promoted during October.

CONGRATULATIONS!

James L. Bealer, highway maintenance worker to journeyman maintenance worker in Pendleton.

Elida Becerra, clerical assistant in ODOT finance to clerical specialist in the program management section in Salem.

Stanley R. Burks, journeyman maintenance worker to senior maintenance worker in Santiam Junction.

Martha J. Chaney, accountant 2 to fiscal manager 1 in ODOT finance in Salem.

Don A. Dumas, highway maintenance worker in Austin to journeyman maintenance worker in Ontario.

Gary L. Glascock, highway maintenance worker to journeyman maintenance worker in LaGrande.

Garnet L. Green, park manager 1 at Honeyman State Park to park manager 2 at LaPine Recreation.

Harold E. Iverson, journeyman maintenance worker to senior maintenance worker in Santiam Junction.

Darla D. Jacobsen, clerical assistant in ODOT finance to clerical specialist in the traffic section in Salem.

Beverly L. James, computer operator 1 to computer operator 2 in data processing in Salem.

Daniel J. Roberts, highway maintenance worker to journeyman maintenance worker in Ontario.

James G. Robinson, journeyman maintenance worker to senior maintenance work in Santiam Junction.

Alden F. Shuman, senior maintenance worker in Richland to assistant section supervisor in Pendleton.

Forrest W. Smith, journeyman maintenance worker to senior maintenance worker in Santiam Junction.

Allan K. Steinke, journeyman maintenance worker in Vale to senior maintenance worker in Ontario.

Ivan O. Uphoff, journeyman maintenance worker to senior maintenance worker in Vale.

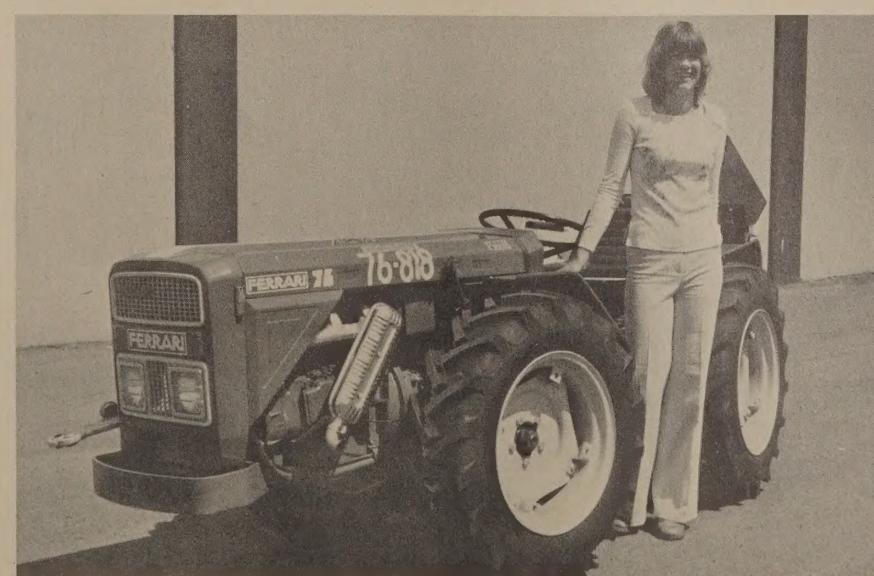
ODOT Ferrari roams park trails

The Highway Division has just bought a brand-new "sports car." It may not go from zero to 80 in six seconds, but it is a Ferrari.

The unit is a small articulated-type tractor with four-wheel drive, capable of maintaining maneuverability and traction in difficult terrain. It is now

being used by the Parks Branch for trail construction and maintenance. The tractor comes equipped with a number of attachments which increase its use and versatility.

Cost? About half that of the sports car version. Besides, who wants to drive a Ferrari car on a bike path or hiking trail?



Patty Zylstra, clerical assistant in the Equipment Unit headquarters office in Salem, awaits her turn at the wheel for a trial spin in the Highway Division's new "sports car."

SOLV sponsors anti-litter ad

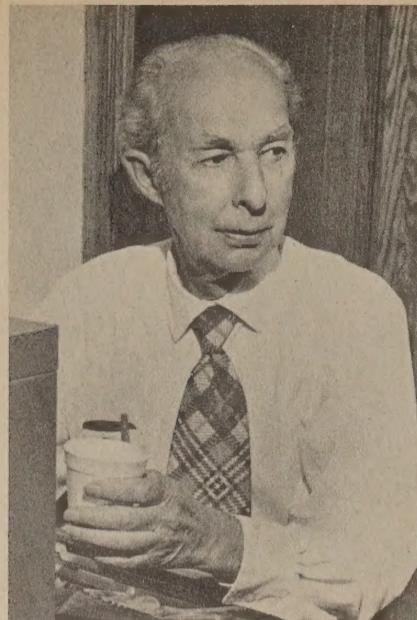
"Pride...and the helping hand" is the theme used by Stop Oregon Litter and Vandalism, Inc. (SOLV) in a TV spot currently being shown on commercial television stations throughout the state.

The 60-second spot is a public service announcement featuring typical Oregonians and their spontaneous reactions to litter as it appears in their paths.

The people in the TV spot speak with great pride of Oregon, its cleanliness and its anti-litter efforts. Yet, these same people walk by a discarded soft drink container lying on a public sidewalk. And, the litter remains until a young boy, apparently with both pride and a helping hand, picks it up and deposits it in a litter barrel.

Helping to carry the message is a 16" X 20" poster, depicting the young boy picking up the litter, under the headline "Pride...and the helping hand...".

The statewide anti-litter and vandalism program is sponsored by SOLV, Inc. in cooperation with the Oregon Department of Transportation, through its office of public affairs.



HARRISON BROWN

One of the most well-known and certainly best-liked employees in the Salem Transportation Building has retired.

Harrison Brown, known to all as Brownie, was assistant public information officer with ODOT public affairs.

Everyone in the building, and probably in the Capitol as well, eventually happened upon Brownie during his frequent sorties to gather information and beat news release deadlines. Meeting Brownie in the hall and exchanging smiles and pleasantries seemed to make the day pass a little more cheerfully.

Those not directly connected with the headquarters building kept up with current transportation events through *The Clipper*, which Brownie produced once or twice a week.

Many assume that Brownie was a fixture in the Salem highway office since horse and buggy days. Actually, his state service spanned just 14 years; a postscript, although a lengthy one, to a rich and varied career unknown to most.

The youngest son of a farmer and Civil War veteran (Union Army, he lets you know), Brownie was born in Medical Lake, Washington. His father previously owned a saloon in Texas ("They wrecked the place cause he made 'em pay for their booze").

When Brownie was 8 years old, the family moved to Ozark, Arkansas, and Brownie spent the next six years behind a mule.

"The best years of my life," Brownie reminisces. "I was a free soul--didn't have to listen to anybody telling me what to do."

"I was a real southerner," he claims. And you know where a boy from Medical Lake picked up that drawl. "Even turned into a pretty darned good fiddler."

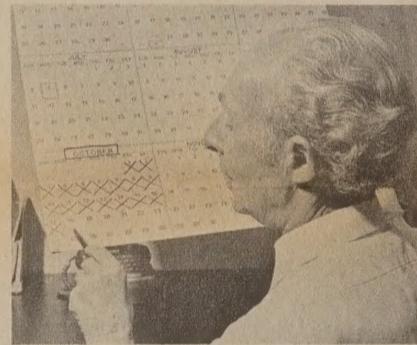
Those golden days in the South soured with two crop failures in a row, so the Browns headed west to Tyler, Washington.

High school graduation coincided with the depression, and Brownie supported the family on the dollar a day he earned at a local dairy.

The Browns "slid through the depression," and Brownie enlisted in the Army at the start of World War II.

Even back then, Brownie rated unhurried conversation superior to the rush of everyday life. While on leave in Australia, he missed the boat back to his outfit in New Guinea ("We were just having a few beers and some conversation!") and reported for duty a week late.

"They had me reported as missing," he laughs. "I guess they figured I was AWOL. It took me awhile--they were out in the jungle and all--but I finally found them again."



The final month rounds out a lifetime of memories.

The Army had pointed Brownie toward a new career-journalism. He was a radio operator in the service, and when he returned to civilian life he entered journalism school at the University of Washington. He also hitched up with a girl named Garnette whom he'd met at a U.S.O. in Kansas.

His first job out of school was as a reporter and ad salesman for the Ontario, Oregon *Argus Observer*. Two

years later he became general manager and editor of a weekly newspaper in Cashmere, Washington.

"I did most of the work, but I had a few correspondents out in the field. And I let Garnette write the society stuff."

He remembers those days as "a real workout, but I never missed a deadline." The workout didn't pay too well. "I figured I was working for nothing. I was just breaking even and I was working six days a week, sometimes 10 or 12 hours a day."

Back to reporting, this time for the *Walla Walla Union Bulletin*. "I got a front page byline within the first two months I was there," Brownie brags.

Promotion and advertising

In 1955 he became promotion manager of the Bon Marche in Walla Walla. "I enjoyed it. It was really different. My job? Well, I wrote ads. And I spent an awful lot of time running around with those damned mannequins.

"One time, I was carrying a naked mannequin through the store," he recalls. "I really horrified this little old lady. She even complained to my boss. I didn't see why anyone should get so upset over a naked mannequin."

After several years in advertising, Brownie returned to Ontario, this time as news editor of the *Argus Observer*. In 1963, he landed a job at the Oregon State Highway Department, and decided he'd stick around awhile.

For 14 years he wrote news releases, maintained the massive clipping file, and even served as acting public information officer for a while. Until the last few years, Brownie gave tours of the Highway Building, especially to school groups. He is fondly remembered in the press room in the basement of the Capitol, where everyone seems to have his or her own favorite Brownie story.

John Earley, present public information officer, remembers that Brownie would stay in the office until 8 in the evening or longer to finish late-breaking news releases.

Brownie held out when electric typewriters came to Public Affairs. "I never could get used to those things." Until his last day, he pecked out news stories on an old Royal manual, always reminding his colleagues that he was the only one able to work during countless power failures caused by air conditioner overloads.

Brownie's going to keep right on pecking into retirement, picking up where he left off years ago writing "amateur fiction. I'm tired of dealing with the facts. I'd like to let my writing kinda wander."

He's also on the lookout for a car ("with a slant six like I used to have") so he and Garnette and their dog can do some traveling, maybe across the United States ("... something I've always wanted to do").

What happened to his most recent car is indicative of the generosity Brownie was noted for. He gave it to his schoolteacher daughter, Susan, when she moved to Lakeview. "She's married now," he says. "I told her that I couldn't afford a wedding and that she should elope. So you know what? She did."

Watching Brownie check off the last few days on the big calendar, everybody knew that he'd enjoy the years ahead as much as he had relished the first 65. He was, he said, going to do "whatever I feel like at the time."

And everyone knew he meant it.



Brownie heads out for one last run to the Capitol press room.

Retirees Let Us Know What's Happening

Marguerite Elder, 415 NW Broadway, Bend, OR 97701--Retired 1968.

After 35 years with the Highway Division, Marguerite does miss her friends, but she says that VIA and Christmas letters help bridge the gap.

She considers herself fortunate that she's been able to do some traveling since she retired, and she's seen some pretty exciting places. So far she's been to Death Valley, Hawaii, Mexico, Alaska, Japan, and even on a Caribbean cruise. "I hope to be off on another cruise before the old rocking chair gets me," she adds.

When she's at home, Marguerite keeps busy working with the American Legion Auxiliary, Daughters of the American Revolution, and the Soroptimist Club.

"If all else fails and I'm bored, there's always the flower beds asking for attention."

Frank C. Strahan, 6244 Maryland Ave., Klamath Falls, OR

97601--Retired 1960.

Frank says he's enjoying retirement very much, and that it seems he's always busy with something. He enjoys receiving VIA and catching up with some of his old friends, so "keep up the good work and the paper coming."

Frank and his wife have a motor home and like to go camping and traveling whenever they can. They get over to the coast three or four times a year. Occasionally they head east or south to places like Yellowstone and Death Valley.

C. W. Tandy, 4882 Lancaster Dr. NE, No. 65, Salem, OR 97303--Retired 1972.

Clarence says retirement has kept he and his wife busy with their 22' travel trailer in tow. In one trip alone, they pulled the trailer 8,000 miles, across the southern part of the United States to Ft. Walton Beach, Florida, where they visited their daughter and family.

On the way to Florida, they took a "side trip" to Mexico and Disney World at Cypress Gardens.

In 1973, the Tandys spent six weeks in sunny Arizona. The second trip to Florida found them boarding an airplane to New Orleans and then driving the rest of the way. Since the return flight took them over 12 hours, Clarence said they were mighty glad to be home and on the ground.

Al Davis, 1982 Portola Drive, Grants Pass, OR 97526--Retired 1974.

Al says "hi" to all his friends, and says retirement is great. "I love it--it's the only thing to do."

He and his wife have traveled the Western states extensively, visiting Washington, Montana, South Dakota, and Idaho. They especially enjoyed Yellowstone, and took one trip to Mexico which they found really interesting.

Most of all, Al says he enjoys helping his friends and neighbors in any way he can.

What does he do with his spare time? "A lot of yard work," he says.

M. E. (Mait) Welch, 410 Oxford St. SE, Salem, OR 97302--Retired 1973.

Mait says his three years of retirement find him and his wife in the San Francisco Bay area as often as possible. Their three grandchildren are there, so "we have to watch them grow, you know." Mait says they find interesting things to do, but Oregon and home always look good when they return.

This past winter the Welches spent four months bumming around in the sunny southland--Palm Springs and Phoenix. The pickup-camper bug bit them one year, and they took several trips around beautiful Oregon.

Mait says he keeps his golf bag by the back door and slips out once a week or so.

"Best of all, both of us are in good health and we are thankful for that," says Mait.